

J. KENNARD SONS

TO INDUCE EARLY BUYING

We will offer for a Few Days the following Qualities of Carpets, Curtains and Rugs at GREATLY REDUCED PRICES.

CARPETS.

500 rolls Royal Axminster (spring styles), reg. price \$1.65 to \$2.00. Now \$1.42
600 rolls Bigelow Axminster (spring styles), reg. price \$1.35 to \$1.50. Now \$1.12½
375 rolls Wilton Velvets (spring styles), reg. price 95c. Now 81½c
(Other qualities at same reduction.)

RUGS.

400 Body Brussels Rugs, extra choice (size 12 feet), reg. price \$27.50. Now \$22.35
380 Axminster Rugs, heaviest made (size 12 feet), reg. price \$22.50. Now \$26.25
Remnant Rugs, made from short ends of fine (carpeting, all sizes and qualities, 25 per cent off.
(Other qualities at same reduction.)

CURTAINS.

500 pairs Lace Curtains, various makes, worth regularly up to \$6.50. Now \$4.75
475 pairs Portieres, assorted patterns and colors, worth regularly up to \$15.00. Now \$8.75
Sanitary Conches and Dayports at prices ranging from \$17.50 and \$15 down to \$7.75 (These are the best sleeping beds made.)

Large sales are daily being made for World's Fair purposes. In order to give HOUSEKEEPERS a chance to select from our entire Spring Stock and to give us an opportunity to do their work promptly and satisfactorily we have inaugurated this

GREAT SALE CARPETS--RUGS--CURTAINS.

Fourth Street and Washington Avenue.

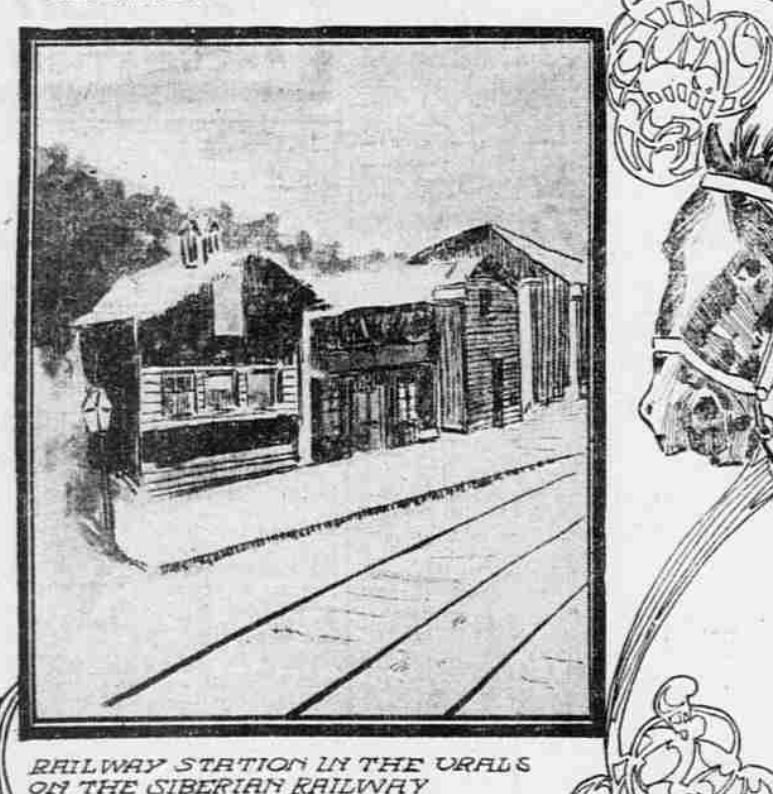
LIFE LINE OF RUSSIA ACROSS SIBERIA.

Travel and Construction Along the Transsiberian Railway, Whose Single Track of Nearly 6,000 Miles Is the Only Line of Communication With Russian Forces in the Far Eastern War.

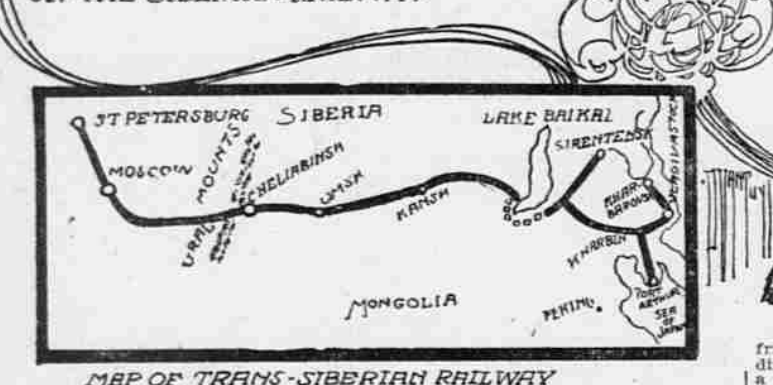
By MME. MARIE PETITE.



PASSENGERS WAITING FOR A TRAIN



RAILWAY STATION IN THE URALS ON THE SIBERIAN RAILWAY



MAP OF TRANS-SIBERIAN RAILWAY



ON THE TRANS-SIBERIAN RAILROAD



MME. PETITE

WRITTEN FOR THE SUNDAY REPUBLIC.
The Transsiberian Railroad has a terminal at Moscow and one at Irkutsk, Siberia.

I had heard so much of the luxurious train service that I was unprepared for any delay in starting. I was glad to take the first train that left.

The Russians always speak with enthusiasm of the special trains which leave Moscow only once a week.

Their libraries, their salons, baths, gymnasiums (for those who never indulge) make many a tale with which the casual traveler must be contented and take what he can get.

I thought it the part of prudence to choose well my place in the train.

This was a coach where a pell-mell life the interior of a moving van was presented. It contained a whole kitchen outfit, a samovar, of course, and enough coal for the entire eleven days, besides provisions for a month.

A cage contained fowl, and above, dangerously suspended, was a large basket holding eggs.

I accompanied the journey, but there are no changes of train over the great plains, where even the names of the places cause a sensation of harshness, of severity.

The imagination can hardly do justice to this terrible journey.

The endless steel rails shine like ribbons. And I, accustomed to a more or less privileged existence, was carried through a country where life is rude, the weather in element and the whole land stern beyond my experience.

FORCE OF PRIMITIVE RACE.
In the blood-bred peasant faces with straight hair I felt the force of a primitive race. These people are at the same time simple and shrewd, with a capacity for

They are like an immense piano, with all the keys of civilization, all the notes of humanity. The men are superb in physical harmony

frightful storms. In order to obviate this difficulty it has been necessary to build a road around the lake a distance of more than a hundred miles.

The boat, which is named the *Baikal*, is designed to cut through ice four feet thick. It is the second largest ice breaker in the world.

In the meantime the trip across the lake is made by boat. To cut through the thick Arctic ice an ice breaker has been constructed at an expense of \$1,000,000.

The boat, which is named the *Baikal*, is designed to cut through ice four feet thick. It is the second largest ice breaker in the world.

The hull of the great boat is made of steel. She is formed on the lines of Nansen's *Fram*, with her stem and stern equally suited for battling with the ice.

A steel belt an inch thick runs completely around the hull. The boat measures 280 feet in length, with a beam of 51 feet, with engines capable of developing 2,750 horse-power it is capable of doing 12½ knots an hour.

The boat is equipped with three sets of sails and is capable of carrying twenty-five heavy loaded cars. The Russians have already expended \$500,000 on this ferry service, with its terminals.

The road has been built with cheap and unskilled labor. It has been equipped, for instance, with rails which weigh but fifty pounds to the yard, whereas the standard rail in America weighs eighty-five pounds.

The bridges along the route are perhaps the weakest links in this great chain. Many of them are of great length and nearly all are built of wood. Should an attack be made on any of these by an enemy, the entire system might be readily crippled.

FAULTS OF CONSTRUCTION
Add to this the fact that the switches are faulty, the grading bad and the curves impossible for fast trains, and the inadequacy of the lines becomes obvious. In some places the ballasting of the road has been practically neglected, the rails being laid down for long distances on bundles of sticks. The locomotives are of obsolete types. The gauge of the road is peculiar for engines or cars of any other road.

As might be expected, the speed of trains on the Siberian road, both of passenger and freight trains, is ridiculous judged by American standards. The average

other, even this traffic is out of the question. But in all times the people who make up the passenger traffic are most interesting.

From the first the traveling companions establish themselves as in their own homes. They change their clothing, range their seats under the seats, pass, and the train is now a comfortable and cozy place.

Some of the traveling companions establish themselves as in their own homes. They change their clothing, range their seats under the seats, pass, and the train is now a comfortable and cozy place.

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We travel over the desert and steppes of Siberia, over frozen rivers, toward horizons that never vary, in a monotonous and desolate succession.

The great Taiga, that profound succession of virgin forests, is mysterious. Nature seems as if it were in the throes of the earth in all their wild fantasy.

Thither flee hunted and escaped beings who are desperate and incapable of longer enduring their chains; impatient vasa-bonds are concealed, preferring the chances of the wild, the peril of the mine, to the life of the prisoner.

In short, a whole frightful exodus of fugitives, tramping at night in the midst of a blizzard, sustained by the sharp desire of liberty.

Over all this scene lies the magic of sparkling snow, the brilliant frosty branches glittering in winter jewels. The traveler crosses immense, snow-drowning rivers, passes through rough villages of little frame houses, put up suddenly like mushrooms, after a rain that characterizes this country where human effort is new and nature is antique.

A terrible mixture of races, is here crowding in rude strife for a better life, so many thousands miles from civilization.

The Transsiberian journey over the steppes of Russia is like a sea voyage. As far as the steppes are concerned, the ordinary train is like a sea voyage, but little by little the passengers have afloat until these who are left at the station to form a small and intimate circle.

They become acquainted, visit each other's coaches, exchange their cards and music, gossip with and about each other at the frequent stops.

People who are forced into each other's company in this manner, especially where nature is so forbidding, as in the steppes, find themselves far more conversant with the lives of those they meet, who are apt to be entirely different from themselves, than do those who live in the same houses in less isolated places.

IN ASIATIC RUSSIA.
After the station at Tomsk few passengers remained in the train, but those who were going to Irkutsk or Vladivostok. Before we arrived at Omak, however, the hunger for news was most evident in the avidity with which every one devoured stray newspapers.

But little by little we penetrate the heart of Asiatic Russia the interest in the civilized world disappears, and in the Siberian villages political exiles are plunged in the silence of ignorance, in gloomy apathy.

Our little band of travelers, well acquainted by now, advanced slowly on the route in this immense solitude, clear nights over the infinite waves of snow.

In the bluish moonlight the stars are so near, so large, that one seems to feel their life palpating near to one's own, and one is seized with a strange anxiety: Is the word the universe be disclosed?

In the evening music was performed, bringing together instruments and musicians from the whole train, in an improvised concert of ballads.

Some played the national air with moderate skill. There was a young student from Little Russia, who composed strange airs upon a bizarre and perverse harmony.

And the train rolled always through forests without end, crossing rivers that seemed as seas, and finally arrived at Tomsk. The city was a labyrinthine aspect, with its muddy streets, where the snow had not yet covered debris of all sorts, and a sense of shame and open forced itself on the traveler.

The cab himself was a liberated convict, who in a fit of drunkenness had killed his wife and child.

He spoke of these things without remorse, as without bravado, simply as if another had done the deed and he was but the spectator.

Tough under police surveillance since his liberty had been granted, he was free in the city, as are all the other rogues who have served their terms and may follow some industry. All the towns of Siberia, constructed hastily along the line of the Transsiberian road, are overrun with the froth of a population of escaped convicts, thieves, good-for-nothings and drunkards.

And little by little wine shops are added to wine shops, for they drink more here than even in Russia, and rogues are added to rogues; the town grows and grows and becomes a city, and little by little in its midst is formed a nucleus composed of political exiles.

EXILES HONORABLE MEN.
Some of these exiles are received in local society and are men who live honorable lives and endure calmly the misfortune of fate.

They sleep under their wagons if they do not own tents. Among them are those who are bent upon the theft of platinum, which is more lucrative than the wretched copper kopeks. Provided with a little hand machine, they make a hole in the earth, wash the sands and extract the precious metal.

On leaving Tomsk the further apart the stations become the more deserted. Entire days pass without the traveler seeing anything but the majestic forest—the somber Taiga, with its enormous red pines. On each side of the railroad are great tree trunks split and uprooted by the tempest, ends and stumps of firs whose several generations are piled in every stage of decay.

A temperature which elsewhere would seem the eliminating point of winter is in these quarters considered as the breath of spring.

Unkind nature ceases its rigors with regret, yet, notwithstanding this, the Taiga is always full of men who live without shelter, without bread, like beasts, tracked, who train during months in the hope of seeing their native country, and live only in fear of pursuit and capture, which usually happens, for even the dogs of the land can recognize an escaped subject.

The road advances during this journey parallel to the Chinese frontier, but where as at Irkutsk do the traces of the penetration of the yellow race exist.

A little further is Lake Baikal, the loveliest lake imaginable, with its sharp shores and its colossal red walls, falling straight to the glacial virgin waters. It is necessary to cross the Angora to reach Irkutsk and the entire journey is a flow of ice make the crossing dangerous.

RUSH MAY LAST TEN DAYS.
The rush of this floating mass may last for ten days.

NEW YORK, March 19.—Money call nominally no loans. Prime mercantile paper 4½%, sterling exchange firm, with actual business in bankers' bills at 43½¢ for demand and 43¼¢ for telegraphic transfer. Gold and silver 48¢; Government bonds steady; railroad bonds firm.

TREASURY Statement.
Washington, March 19.—Available cash balance \$225,248,695; gold \$12,545,529.

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A BOTTLE OF THE GREAT Household Remedy SWANSON'S "5-DROPS"

Send postpaid, absolutely FREE to any order of this paper. Write today for a trial bottle and test it yourself.

A POSITIVE CURE FOR RHEUMATISM, NEURALGIA and KIDNEY TROUBLE.

Those who are suffering the horrible tortures of Rheumatism, Neuralgia or Kidney Trouble will find quick relief by the use of "5-DROPS." It is the only remedy which will almost instantly relieve those excruciating pains and effect a permanent cure of these terrible diseases. Apply "5-DROPS" externally. Rub thoroughly on the afflicted aching parts and it will stop the pain in a very short time. It is the greatest pain killer in the world.

Take "5-DROPS" internally. This will cleanse the blood of uric acid and all other poisonous matter and put the system in a perfectly healthy condition. When this has been done, you will be free from Rheumatism, Neuralgia or Kidney Trouble. Apply "5-DROPS" externally. Rub thoroughly on the afflicted aching parts and it will stop the pain in a very short time. It is the greatest pain killer in the world.

NOTE—Large Size Bottle "5-DROPS" (300 Doses) \$1.00. If "5-DROPS" is not obtainable in your town, order from us direct and we will send it prepaid on receipt of price.

FOR SALE BY DRUGGISTS.

SWANSON RHEUMATIC CURE CO., 100 LAKE STREET, CHICAGO.

FREE GOUNON No. 228

Send in this coupon with your order for Swanson's Rheumatic Cure Co. Chicago, and you will receive a free trial bottle of "5-DROPS" free, postpaid.

NOTE—Large Size Bottle "5-DROPS" (300 Doses) \$1.00. If "5-DROPS" is not obtainable in your town, order from us direct and we will send it prepaid on receipt of price.

FOR SALE BY DRUGGISTS.

SWANSON RHEUMATIC CURE CO., 100 LAKE STREET, CHICAGO.

for ten days. Certain travelers prefer to wait here until the spring thawing of the frozen waters is over, but a few are willing to risk the crossing. Now they climb over huge glaciers, and now they jump into some tiny boat, guided by a Chinese, as a ferry over the shifting water.

At this period of the year there are frequent and terrible inundations, but the native of this country is a fatalist and he mounts stoically to his roof to wait for the waters to subside without trying to direct their lifted force.

Irkutsk is a living kaleidoscope of all the races—Kirghizes, Chinese, Russians, Bourzaks, Chinese, Japanese—all using a Jargon on the wooden sidewalks of the wide street, where the Siberian of hard book passes in a bald manner of eponymy. The panorama of Irkutsk is made up of the embrace of the divine Angara River, which it encircles amorously before losing itself in the blue mountain of Mongolia, that bar the horizon with a beautiful flowing line.

TELEGRAPH NINETY-SEVEN MILES BY WIRELESS.

Signal Corps of the Army Breaks a Record Communicating Between Forts Schuyler and Wright.

Washington, March 19.—The Signal Corps of the army is now communicating daily by wireless telegraph between Forts Schuyler and Wright, a distance of ninety-seven miles. This is the longest distance covered by wireless telegraph.

The speed of transmission varies from ten to thirty words a minute, according to varying conditions.

Similar apparatus will be installed at Nome and St. Michael, Alaska, as soon as weather conditions permit. The distance between the two places is 107 miles.

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